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Transponder systems for automatic identification purposes.

A method of communicating between an interrogator (10) and at least a first and second transponder (12). The transponders (12) are separately located within a first and a second vehicle (20) travelling within a first and a second traffic lane, respectively. The method has the steps of providing a first and a second LF antenna (16) associated with and proximity to a first and a second traffic lane, respectively. From each of the first and second LF antennas (16) a continuous LF subcarrier is transmitted to serve as a clock signal for each antenna's associated transponder (12). Initially, a wake-up signal is sent by each of the LF antennas (16) to its associated transponder (12). Following the wake-up signal, a unique lane code is sent by each of the LF antennas (16) to its associated transponder (12). The transponder (12) stores its unique lane code in its memory (70). The transponder then sends a UHF response in a pre-determined time period depending on the unique lane code stored in each of the transponders (12). The time period in which the transponder (12) sends its UHF response is unique to that transponder (12) so that interference between responding transponders (12) is avoided. Other devices, systems and methods are also disclosed.

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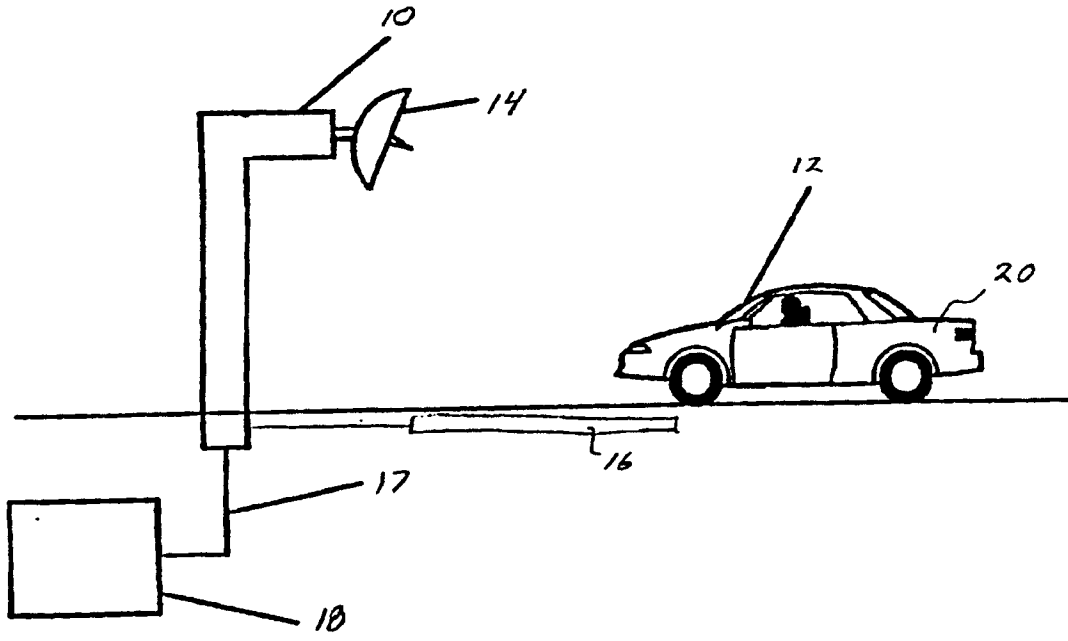


Figure 1

Cross-reference to related patents:

The following coassigned patent applications are hereby incorporated herein by reference:

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Pat No./Appl. No.	Filing Date	TI Case No.
5,053,774	2/13/91	TI-12797A
07/981,635	11/25/92	TI-16688

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FIELD OF THE INVENTION

This invention generally relates to a transponder arrangement in which an interrogator communicates with a transponder using two data communication channels.

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BACKGROUND OF THE INVENTION

Many methods are known in this field for communicating between an interrogator and a transponder. An early prior art patent (U.S. Patent No. 3,713,148) issued to Cardullo et al. describes a system in which an interrogation signal is sent at a first frequency and a transponder responds to this interrogation signal with a response signal of a second frequency. It is common in the prior art to use the interrogation signal at the first frequency as a powering signal so the transponder can operate without a power source of its own. Schuermann et al. in U.S. Patent No. 5,053,774 describe a system and method by which a single frequency can be used for the powering of the transponder as well as bidirectional communication between the interrogator and the transponder. Schuermann et al. use a half-duplex system such that a single antenna may be used in each of the interrogator and the transponder for bidirectional communication and for powering.

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SUMMARY OF THE INVENTION

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It is desirable when communicating between an interrogator and a transponder to be able to provide two data communication channels between the interrogator and transponder. Some advantages of having two data communication channels include: frequency diversity, increased data throughput, separation of data and control communications, and use of a more robust, lower frequency channel for the critical low data rate control signals.

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Generally, and in one form of the invention, a method is described for communicating between an interrogator and at least a first and second transponder. The transponders are separately located within a first and a second vehicle travelling within a first and a second traffic lane, respectively. The method has the steps of providing first and second LF antennas associated with and proximity to a first and a second traffic lane, respectively. From each of the first and second LF antennas a continuous LF subcarrier is transmitted to serve as a clock signal for each antenna's associated transponder. Initially, a wake-up signal is sent by each of the LF antennas to its associated transponder. Following the wake-up signal, a unique lane code is sent by each of the LF antennas to its associated transponder. The transponder stores its unique lane code in its memory. The transponder then sends a UHF response in a pre-determined time period depending on the unique lane code stored in each transponder. The time period in which the transponder sends its UHF response is unique to that transponder so that interference between responding transponders is avoided. Other devices, systems and methods are also disclosed.

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BRIEF DESCRIPTION OF THE DRAWINGS

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- FIGURE 1 is a block circuit diagram of a preferred arrangement of an interrogation unit and a transponder unit;
- FIGURE 2 is a block circuit diagram of the interrogator according to the invention;
- FIGURE 3 is a block circuit diagram of the transponder according to the invention;
- FIGURE 4 is a timing diagram for an arrangement of eight interrogator units occupying eight time slots and a time division multiplexing scheme;
- FIGURE 5 shows a preferred arrangement of interrogator low frequency antennas; and

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FIGURE 6 is a cross sectional view taken through the cross section line of Figure 5 showing the electromagnetic fields in and around the low frequency antennas.

Corresponding numerals and symbols in the different figures refer to corresponding parts unless otherwise indicated.

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DETAILED DESCRIPTION OF PREFERRED EMBODIMENTS

Referring now to Figure 1, the transponder arrangement to be described includes an interrogator **10** and a responder unit **12**. The interrogator **10** is located within a toll plaza **11** and may be connected by a data bus **17** to a toll plaza computer **18**. The transponder or tag **12** is located within a vehicle **20**.

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In a typical application, a number of interrogators **10** may be located within the toll plaza **11**. Each interrogator **10** would be associated with a vehicle lane. Under the control of toll plaza computer **18** the interrogator **10** will make inquiries to determine information about vehicles **20** traveling within their associated lanes. Such information such as vehicle identity and billing information can be communicated between the interrogator **10** and the transponder **12**. In this manner, a great variety of functions can be carried out conveniently for operators and users of this equipment.

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In a preferred embodiment of this invention, two data communication channels are used for each interrogator **10**. This embodiment uses a low frequency (LF) channel in the 300 kHz band. A high frequency channel is provided in the 915 MHz ultra high frequency (UHF) band. These channels have been chosen in the illustrated embodiment because they are in FCC-approved bands. However, the invention described herein can be applied to other desired frequency bands. In this example, the LF up-link channel will only be used to send controlled data to the transponder **12** with an example baud rate of 36 kilobits per second. The UHF channel can interchange data bidirectionally to and from the transponder **12** with the illustrated baud rate of 300 kilobits per second. In principle, the LF band could also be used bidirectionally to send data to and from the transponder **12**. The interrogator UHF antenna **14** and LF antenna **16** are also shown in Figure 1. Preferably there is a phase correlation between the baud rate and the 300 kHz LF carrier so that a data "high" or "low" is an integer number of 300 kHz periods.

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A pulse-width encoding scheme may be used for the 36 kbps data modulation of the 300 kHz LF carrier. Alternatively, a true-AM method, which leaves a rest-carrier, may be used. The latter may be advantageous in allowing a more reliable data recovery in the transponder **12** because the carrier can be used as a reference signal in a synchronous AM demodulator **60**. The carrier can also be used as a reference clock signal for the transponder controller **56**.

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The availability of a reference carrier opens the possibility of using Phase-Amplitude Modulation (PAM) for the LF up-link channel. This PAM modulation scheme in combination with bit grouping techniques could yield a LF data speed increase of a factor of four or greater in the same bandwidth. The relative complexity of this bit grouping, however, may require a transponder controller **56** and transponder demodulator **60** of greater complexity to demodulate the received LF uplink message.

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To allow a more robust data demodulation, the LF and UHF carrier signals are phase-locked to each other in the toll plaza **11**. An optional phase-lock in the transponder **12** between the LF and UHF carrier can also be carried out. Alternatively, the UHF carrier signal and the LF carrier signal may be implemented with no phase-lock between them. This, however, could make data demodulation more difficult for noisier signals.

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The interrogator **10** of the preferred embodiment will now be described with respect to Figure 2. A phase-locked loop (PLL) **22** is provided to generate a number of selectable UHF channel carriers as well as the LF carrier. In the preferred embodiment, eight UHF channel carriers are provided having a channel separation of 3.6 MHz. The PLL **22** receives its frequency reference from a 3600 kHz crystal oscillator **24**. Phase-lock loop configurations are well known in the art. The classic PLL configuration is shown here. This configuration comprises a phase detector **26** with two input frequencies. The first input frequency is the carrier from the crystal oscillator **24** and the second is that of a divided clock frequency received from a programmed divider **28**. The phase detector **26** generates an output that is a measure of the phase difference between the two input frequencies. If the two input frequencies are not equal, a phase-error signal is output from the phase detector **26** and passes through a lowpass filter **30** into a voltage controlled oscillator **32**. The phase-error signal after being filtered causes the voltage controlled oscillator **32** frequency to deviate in the direction of the crystal oscillator **24** frequency.

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The PLL clock is provided to a UHF modulator **34**. This PLL clock provides a carrier upon which the modulator **34** might modulate data provided to it from the interrogator controller **36**. The modulator **34** preferably uses DSB-AM modulation. From the UHF modulator **34**, this UHF up-link signal is supplied to a direct-conversion balanced modulator **38**. This modulator **38** then places the UHF up-link signal onto the

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UHF antenna **14** to form a UHF up-link message. By selecting the division factor of the PLL divider **28**, the interrogator controller **36** may select which of the eight of carrier frequencies is used as the carrier for this UHF up-link message.

Besides supplying a reference carrier to the PLL **22**, the 3600 kHz crystal oscillator **24** also provides its output to a divide-by-three counter **40** that in turn provides its output to a divide-by-two counter **42** that in turn provides its output to another divide-by-two counter **44**. The exact function of these various counters **40,42,44** will be described in greater detail later. The output of the final or second divide-by-two counter **44** is provided to a LF up-link modulator **46** to serve as the LF carrier frequency. LF up-link modulator **46** takes this 300 kHz signal and modulates data from the interrogator controller **36** upon it. The LF up-link modulator **46** then passes this LF modulated carrier to the LF antenna **16**.

The UHF down-link message is received by the UHF antenna **14**. This message then passes through the direct-conversion balanced modulator **38** that in turn passes the signal on to a first and second mixer **48,50**. This signal as received is preferably frequency shift keying modulated. Frequency shift keying is a technique well known in the art in which the first polarity of a binary signal is represented by a first frequency and the second polarity of a binary signal is represented by a second frequency. The first and second mixers **48,50** operate with the data recovery unit **52** to demodulate an FSK down-link message in which a binary "0" is represented by a 600 kHz signal and a binary "1" is represented by a 1200 kHz signal. In this example, the first mixer **48** demodulates the first polarity signal by combining the 1200 kHz output of the divide-by-three counter **40** with the input signal. The second mixer **50** combines the 600 kHz output of the first divide-by-two counter **42** with the input signal. The use of the carriers received from the divide-by-three counter **40** and the first divide-by-two counter **42**, is shown in the text, Introduction to Communication Systems, second edition by Ferrell Stremmer on pages **574-575**. The UHF carrier and LF carrier could also be generated by local oscillators without a phase lock between them.

The 915 MHz UHF up-link message is preferably amplitude modulated by the interrogator UHF modulator **34**.

An alternative to the direct-conversion balance modulator **38** might be a multi-heterodyne receiver. A multi-heterodyne receiver might yield a better large-signal response and a better channel separation.

The frequencies and divider ratios described above are merely exemplary. Other frequencies and divider ratios could be used to advantage upon reference to the specification and claims set forth in this application.

Referring now to Figure 3, the components of the transponder **12** will be described. Like the interrogator **10**, the transponder **12** also has a PLL **54**. The PLL **54** of the transponder **12** is synchronized to the received LF carrier instead of an oscillator. The carrier from the PLL **54** is provided to the transponder control unit **56** to serve as a clock signal. A divided PLL carrier is provided to a synchronous AM demodulator **60**. The LF carrier is received by a transponder antenna **57**. This transponder antenna **57** has a low Q-factor. This antenna **57** can be an air coil **58** or a coil **58** having a ferrous core, or a core of glass amorphous material. From the transponder antenna **57**, the received LF carrier is provided to the PLL **54** as previously mentioned through a bandpass filter **55**, and is also provided to the synchronous AM demodulator **60** that will demodulate LF up-link data and provide this data to the transponder control unit **56**.

The PLL carrier is also provided to a data recovery unit or a UHF demodulator **62**. The UHF demodulator **62** receives a UHF up-link signal from the transponder UHF antenna **14** that receives the UHF up-link message from the interrogator **10**. The UHF demodulator **62** provides UHF up-link data to the transponder control unit **56**.

The PLL carrier is further provided to a programmable digital divider **64**. This programmable digital divider **64** is controlled by the transponder control unit **56** to either divide the PLL carrier by first selected frequency or by second selected frequency depending on the UHF down-link data that the transponder **12** is to send to the interrogator **10**. This selectively divided PLL carrier is provided to a back-scatter modulator **66** that controls the transponder reflector **68**. The transponder reflector **68** is operable to back-scatter modulate a continuous wave UHF signal that is applied by the interrogator **10** to the transponder reflector **68**. The UHF down-link message is provided by the transponder control unit **56** from its internal program set or from an attached memory **70, 72**. The attached memory may consist of a static RAM **70** or a dynamic RAM **70** or might consist of an electrically erasable programmable read only memory (EEPROM) **72** or another memory or combination of memories.

The transponder PLL **54** will synchronize itself to a LF carrier received by the LF transponder antenna. Even in the absence of the LF carrier, the PLL **54** will continue to oscillate at the center frequency. Thus, without a received LF carrier a system clock is still available to the transponder control unit **56**. However, data demodulation for the UHF up-link signal would be of a lower performance.

The transponder antennas **57, 68** can be integrated into a single tag or be inductively coupled to the tag using a small feeder cable. The actual physical mounting of the transponder antenna **57, 68** will be dependent upon system design considerations.

Now that the components of the interrogator **10** and the transponder **12** have been described in some detail, the methods available for communicating between the interrogator **10** and transponder **12** will be described with further reference to Figs. 2 and 3. Again referring to the PLL **22** of the interrogator **10**, this PLL receives its frequency reference from the 3600 kHz crystal oscillator **24**. Because this oscillator signal is compared with the digitally divided VCO frequency by means of the programmable divider. It follows that the VCO programmable frequency steps in the 915 MHz UHF band are 3600 kHz separated.

The 3600 kHz crystal oscillator **24** also determines the carrier for the 300 kHz data channel by a fixed division of **12**. Also, a 1200 kHz and a 600 kHz frequency are derived from the master oscillator **24**. These two derived frequencies are used as reference carriers to recover the transponders' subcarrier FSK data from the UHF down-link channel via the first and second mixers **48,50**. The UHF carrier in the 300 kHz LF carrier also could be generated by separate local oscillators without phase-locked loops. System performance may be lower in such an arrangement.

As mentioned, the UHF up-link signal is preferably amplitude modulated. The UHF down-link signal comprises a UHF main carrier that is transmitted by the interrogator **10** to the transponder **12** and back-scatter reflected therefrom. The down link signal further comprises two AM side bands centered on this UHF main carrier. Since the transponder **12** works according to the back-scatter method, it will always respond with approximately the same frequency as that which was radiated to it by the interrogator **10**. This reflected frequency is, however, shifted by the well-known Doppler effect. This Doppler effect, combined with data from the selected channel beam selected, can be used to calculate the vehicles' speed for enforcement purposes. The shift on the baseband signal would be approximately 280 Hz for a vehicle traveling at 100 mph in using the described UHF carrier frequency.

Again referring to the UHF down-link message, the AM side bands contain a 900 kHz virtual subcarrier. The subcarrier is FSK modulated having a mark frequency of 1200 kHz and a space frequency of 600 kHz. "Mark" and "space" typically referred to a logical one and a logical zero, respectively. These exemplary frequencies allow for a data speed of 300 KBPS for the UHF down-link channel. The UHF data down-link message is converted to the FSK base band by means of a direct conversion balanced modulator **38**. This could be done in full duplex operation with the AM modulated up-link signal as long as the UHF up-link fits within a band width of +/- 300 kHz (between the two FSK down-link side bands). If not, only half duplex operation is possible or full duplex in combination with lower data speeds for the UHF AM up-link channel may be used. After conversion to the FSK base band, the FSK base band signal is then demodulated by digital data recovery unit **52** using a sampling technique. The reference sampling clock comes from the 3600 kHz master oscillator **24**, in the illustrative embodiment the LF up-link channel will be a 36 KBPS data signal modulated onto the LF carrier. The LF carrier in this embodiment is 300 kHz and is phase-locked with the UHF carrier and derived from the 3600 kHz master oscillator **24**. Many other modulation schemes are possible such as pulse-width modulation, or pulse amplitude modulation. Pulse amplitude modulation in combination with grouping techniques could yield a LF data speed increase of a factor of four or more in the same bandwidth. The modulation scheme will be selected based on many factors including transponder controller complexity.

Referring now to Figure 4, the data exchange time sequencing scheme for the dual channel transponder system will be described. In the preferred embodiment every lane is equipped with a LF interrogator antenna for transferring the 300 kHz amplitude modulated data to a transponder **12** within the corresponding lane. The 300 kHz subcarrier is transmitted continuously to serve as a clock signal for the transponder **12** during its travel over the LF interrogator antenna **16**. Each interrogator LF antenna **16** preferably sends its own wake-up signal via this 300 kHz carrier. The wake-up signal is then followed by a unique lane code for each antenna/lane pair.

In this embodiment all LF antennas send the wake-up pulses and lane codes simultaneously. In the example shown in Fig. 4, a time-division multiplexing (TDM) scheme allows for up to eight interrogators **10** in a system.

A transponder **12** receiving its wake-up pulse from the LF antenna **16** is first activated after which it starts its response signal via the UHF down-link to the interrogator **10**. However, the transponder's UHF response doesn't immediately follow the wake-up pulse but waits for its appropriate time slot as shown in Fig. 3. For example in Fig. 3 the wake-up pulse is shown as a square with an "X" in it. Following this wake-up pulse, there might be a brief pause and then the zeroeth or highest priority interrogator **10** will respond with its response. This continues up through the seventh unit or lowest priority unit. The process can then begin again. The transponder **12** communicates through the UHF link with the interrogator **10** corresponding

to the time slot that it chooses according to the lane number that is received through the LF data link. As shown in Fig. 3 this procedure is typically repeated twice to ensure the vehicle **20** is always within the perimeter of the LF interrogator antenna **16** for at least one data exchange cycle. This LF interrogator antenna **16** is typically a loop antenna having a length of approximately three meters.

5 Using the method described herein, it is possible for a toll plaza **11** to have only one UHF antenna **14** that might be shared among all of the interrogator, simplifying toll plaza installation. A further advantage of this system is that regardless of whether a UHF antenna **14** is provided for each interrogator **10** or one for the entire group of UHF antennas **14** mutual interference between transponders from adjacent lanes will not be a problem, since only one transponder **12** will be active at a given time.

10 The UHF and LF carriers are in the air continuously for transponder synchronization purposes. This presents no problem because only one transponder **12** at a time will respond via the UHF down-link. The UHF down-link preferably echoes the lane code back to the interrogator **10** so the interrogator **10** can verify from which lane the transponder **12** responded. In the preferred embodiment the LF signal primarily is used only for the wake-up pulse. An alternative embodiment would be to transmit data during the full cycle. The difficulty in this alternative embodiment is that it would require the transponder controller to handle two simultaneous data communication operations

15 As another alternative embodiment the number of time slots could be halved only allowing half as many lanes or interrogators **10**. This would allow twice as much data to be exchanged between the interrogator **10** and the transponder **12**. To achieve the same maximum number of lanes in this system, however, the use of interrogators **10** operating in common UHF channels would be required. In this case the interrogators **10** using common UHF channels would have to use directional antennas focused on non-overlapping fields.

20 Figure 5 shows LF antenna layout for three lanes. The layout of this LF antenna **16** causes a field distribution centered on the two middle conductors of each antenna **16** since the RF current is in the same direction for these middle conductors.

25 Figure 6 shows the field distribution corresponding to a cross section taken in figure 5. A transponder antenna **57** is drawn in the field lines to show the optimal coupling position with the ground loop. In this optimal positioning, the transponder **12** would be mounted in the middle of the windshield in a horizontal position. Yet another advantage of this invention is that each LF antenna **16** can be used as a car presence detector. A car traveling across this antenna will cause a slight change in RF current through the loop antenna **16** because of eddy currents induced in the car body. This can be detected in the amplifier stage that is driving the inductive antenna and thus can be used as a trigger for lane enforcement. By using this signal, the presence of a car traveling across the loop having no transponder or a faulty transponder **12** can still be detected.

30 The sole table, below, provides an overview of the embodiments and the drawings:

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TABLE

Drawing Element	Generic Term	Preferred or Specific Term	Alternate Terms
10	Interrogator	Interrogator	Reader
11	Toll Plaza	Toll Plaza	Toll Booth
12	Transponder	Transponder	Responder
14	UHF Antenna	Interrogator UHF Antenna	
16	LF antenna	Interrogator LF antenna	Loop Antenna
17	Interrogator Data Bus		
18	Computer	Toll plaza computer	
20	Vehicle	Vehicle	Automobile
22	PLL	Interrogator PLL	
24	Oscillator	Interrogator Oscillator	Master Oscillator, Crystal Oscillator, 3600 kHz Oscillator
26	Phase Detector	Interrogator PLL Phase Detector	
28	Divider	Interrogator PLL Divider	
30	Lowpass Filter	Interrogator PLL Lowpass Filter	LPF
32	Voltage-Controlled Oscillator	Interrogator PLL Voltage-Controlled Oscillator	VCO
34	Modulator	Interrogator UHF Modulator	
36	Controller	Interrogator Controller	Processor

Drawing Element	Generic Term	Preferred or Specific Term	Alternate Terms
38	Modulator	Direct-Conversion Balanced Modulator	
40	Counter	Divide-by-Three Counter	
42	Counter	First Divide-by-Two Counter	
44	Counter	Second Divide-by-Two Counter	
46	Modulator	LF Uplink Modulator	
48	Mixer	First Mixer	
50	Mixer	Second Mixer	
52	Data Recovery Unit	Interrogator Data Recovery Unit	Demodulator
54	PLL	Transponder PLL	
55	Bandpass Filter	Transponder PLL Bandpass Filter	
56	Control Unit	Transponder Control Unit	Processor
57	Antenna	Transponder Antenna	
58	Coil		
59	Capacitor		
60	Demodulator	Synchronous AM Demodulator	
62	Data Recovery Unit	Transponder Data Recovery Unit	
64	Divider	Programmable Digital Divider	Transponder Divider
66	Modulator	Back-Scatter Modulator	
68	Reflector	Transponder Reflector	

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Drawing Element	Generic Term	Preferred or Specific Term	Alternate Terms
70	Memory	Transponder Memory	
72	Non-volatile Memory	EEPROM	

A few preferred embodiments have been described in detail hereinabove. It is to be understood that the scope of the invention also comprehends embodiments different from those described, yet within the scope of the claims.

For example, the uplink and downlink between the interrogator and transponder might be a half-duplex or a full-duplex data link which might use differing carrier frequencies to avoid cross-channel interference. The transponder might have its own internal, self-maintained oscillator and transmitter. Alternatively, the transponder might back-scatter modulate a continuous wave illumination signal from the interrogator. Frequency shift keying (FSK) modulation is envisioned as a possible data modulation scheme, as well as pulse-pause modulation, amplitude shift keying (ASK), quadrature AM (QAM) modulation, quadrature phase shift keying (QPSK), or any other modulation. Different types of multiplexing such as time or frequency modulation might be effected to avoid cross-signal interference. "Microcomputer" in some contexts is used to mean that microcomputer requires a memory and "microprocessor" does not. The usage herein is that these terms can also be synonymous and refer to equivalent things. The phrase "processing circuitry" or "control circuitry" comprehends ASICs (application specific integrated circuits), PAL (programmable array logic), PLAs (programmable logic arrays), decoders; memories, non-software based processors, or other circuitry, or digital computers including microprocessors and microcomputers of any architecture, or combinations thereof. Memory devices include SRAM (static random access memory), DRAM (dynamic random access memory), pseudo-static RAM, latches, EEPROM (electrically-erasable programmable read-only memory), EPROM (erasable programmable read-only memory), registers, or any other memory device known in the art. Words of inclusion are to be interpreted as nonexhaustive in considering the scope of the invention.

Implementation is contemplated in discrete components or fully integrated circuits in silicon, gallium arsenide, or other electronic materials families, as well as in optical-based or other technology-based forms and embodiments. It should be understood that various embodiments of the invention can employ or be embodied in hardware, software or microcoded firmware.

While this invention has been described with reference to illustrative embodiments, this description is not intended to be construed in a limiting sense. Various modifications and combinations of the illustrative embodiments, as well as other embodiments of the invention, will be apparent to persons skilled in the art upon reference to the description. It is therefore intended that the appended claims encompass any such modifications or embodiments.

Claims

1. A dual-datalink transponder system comprising an interrogator means and a plurality of remote transponders each capable of communication with the interrogator means, wherein the interrogator means comprises:
 - a plurality of antennae each associated with and in proximity to a respective field of view;
 - transceiving means for transmitting a first signal from the interrogator means to each field of view of said antenna, said first signal serving as a transponder activating signal and clock signal for a transponder when a transponder is located in the field of view;
 - code generating means for generating a unique code to be transmitted from a respective antenna to a respective transponder; and
 - signal generating means associated with the transponder for generating a second signal at a predetermined time delay relative to said clock signal, said delay depending on the unique code and for transmitting the second signal to the transceiving means.

2. The transponder system of claim 1, wherein the interrogator further comprises:
a UHF modulator operable to modulate UHF uplink data upon a UHF carrier thereby generating a UHF uplink signal thereupon, said carrier having a UHF carrier frequency selectable between a first and a second frequency,
5 a UHF antenna and receives said UHF uplink signal and transmits said UHF uplink signal as a UHF wireless uplink message, said UHF antenna further receiving a UHF wireless downlink message and generating a UHF downlink signal,
a UHF demodulator which receives said UHF downlink signal and extracts UHF downlink data therefrom,
10 an LF modulator which modulates LF uplink data upon an LF carrier to generate an LF uplink signal,
an LF antenna for receiving said LF uplink and for transmitting said LF uplink signal as an LF wireless uplink message, and
a controller operable to receive said UHF downlink data, to supply said UHF uplink modulator with said UHF uplink data, to choose said UHF carrier frequency to be said first or said second frequency,
15 and to supply said LF uplink data to said LF uplink modulator.
3. The transponder system of claim 2, wherein the transponder comprises:
storage means for storing the unique code prior to use,
20 an LF antenna for receiving said LF wireless uplink message,
an LF demodulator which demodulates said LF uplink data from said LF wireless uplink message,
a UHF antenna operable to receive said UHF wireless uplink message, to generate a transponder UHF downlink signal, and to transmit a wireless downlink message containing UHF downlink data,
a UHF modulator that impresses said UHF downlink data upon said UHF antenna,
25 a UHF demodulator operable to receive said transponder UHF downlink signal and generate transponder UHF downlink data, and
a controller for receiving said transponder control data and said transponder UHF uplink data, said controller further providing said UHF downlink data to said UHF modulator.
- 30 4. The transponder system of claim 3, wherein said storage means comprises a memory which is in electrical communication with said transponder controller, said memory having data stored therein which may be accessed by said transponder controller and provided to said UHF modulator as UHF downlink data.
- 35 5. The transponder system of claim 3 or claim 4, wherein said transponder UHF antenna and said transponder LF antenna form a single physical antenna.
6. The transponder system of any of claims 2 to 5, wherein said interrogator further comprises an LF carrier wave generator for generating said LF carrier and a programmable UHF carrier wave generator
40 for generating said UHF carrier.
7. The transponder system of claim 6, wherein said LF carrier wave generator and said programmable UHF carrier are combined into a phase-locked loop having a programmable divider whereby both UHF carrier frequencies and said LF carrier may be generated.
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8. The transponder system of claim 7, wherein said programmable UHF carrier wave generator is operable to generate a UHF carrier selectable from at least a first, a second, and a third frequency.
9. The transponder system of any of claims 2 to 8, wherein said transponder further comprises a transponder phase-locked loop operating at a frequency which is a multiple of the frequency of said LF carrier and providing as outputs transponder clocks having a UHF carrier frequency and said LF carrier frequency.
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10. The transponder system of any of claims 2 to 9, wherein said interrogator further comprises an LF downlink demodulator for receiving an LF downlink message from said transponder via said LF antenna.
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11. The transponder system of any of claims 2 to 10, wherein said transponder further comprises an LF downlink modulator for modulating an LF downlink message for transmission to said interrogator via said LF antenna.

5 12. The transponder system of any of claims 2 to 11, wherein said interrogator LF antenna and said interrogator UHF antenna form a single physical antenna.

13. The transponder of any preceding claim, wherein each field of view includes a lane of a highway and each transponder is located on a vehicle moving in one on the lanes moving in the highway.

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14. A method of communicating between an interrogator and a plurality of remote transponders comprising the steps of:

providing a plurality of antennae each associated with and in proximity to a respective field of view;

transmitting from each antenna a first signal to each field of view said first signal capable of

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activating the transponder and acting as a clock signal for each transponder and being detectable in use by a transponder when the transponder is located within said fields of view;

transmitting a unique code from the antenna to each transponder; and

transmitting a second signal from each transponder to the respective antenna, which signal is transmitted at a pre-determined time delay after said clock signals wherein the delay depends on the unique code of the transponders in a field of view of an antenna.

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15. The method of claim 14, further comprising providing each antenna as a LF antenna capable of transmitting a continuous LF subcarrier to act as said first signal.

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16. The method of claim 14 or claim 15, further comprising transmitting said second signal as a UHF signal.

17. The method of any of claims 14 to 16, further comprising storing said unique code in a memory assorted with the transponder.

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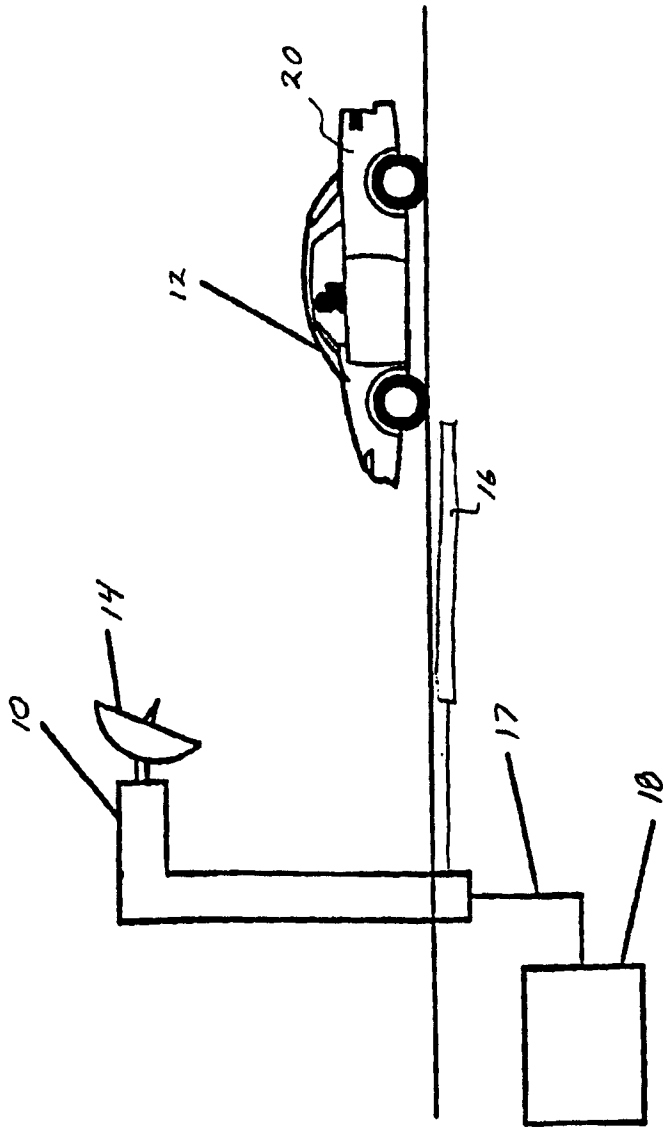
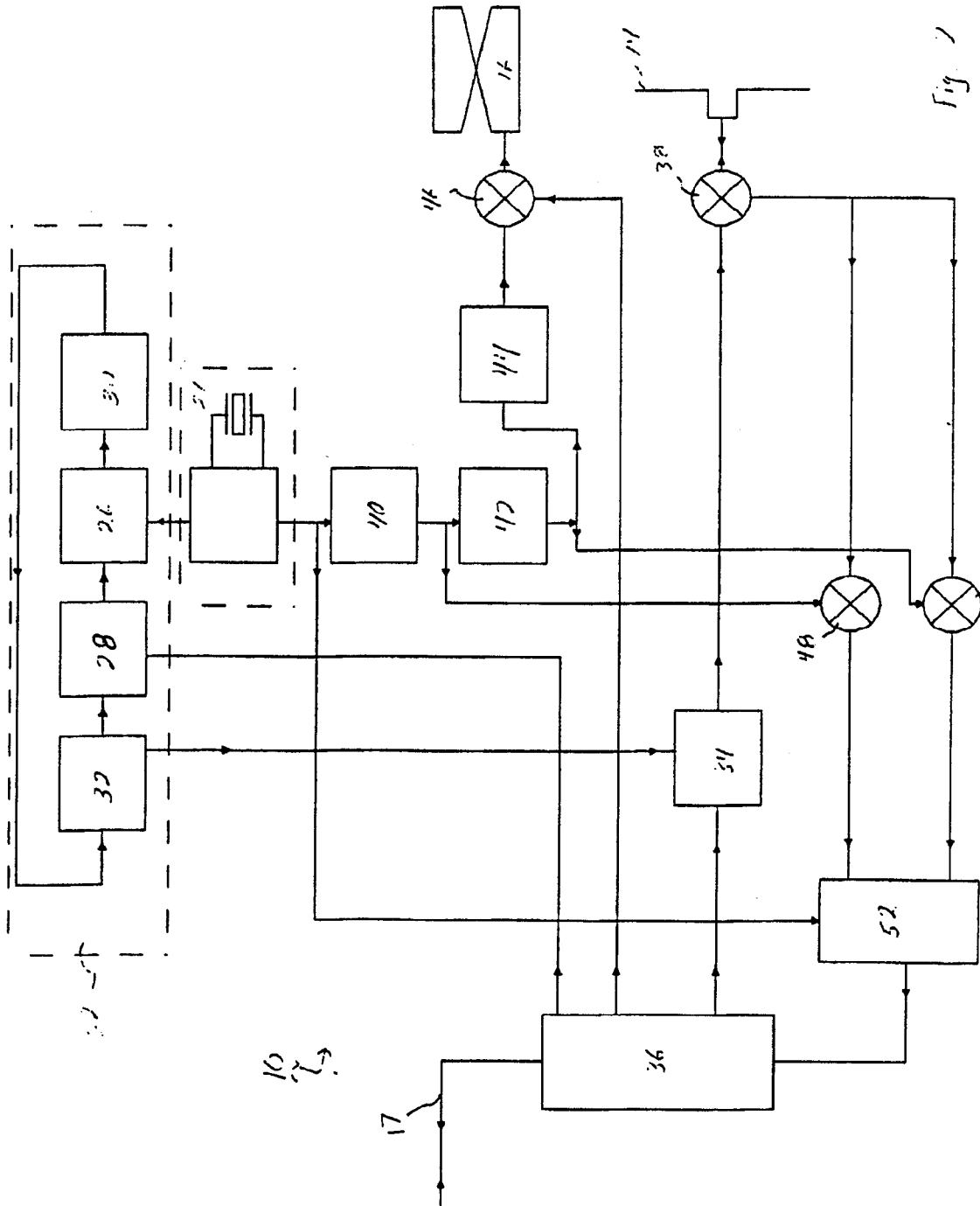


Figure 1



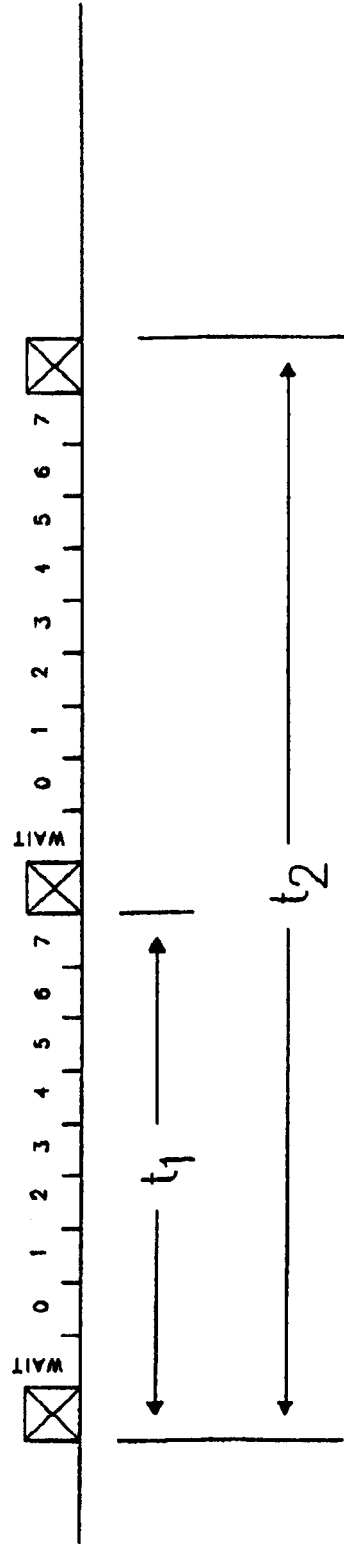


Fig. 4

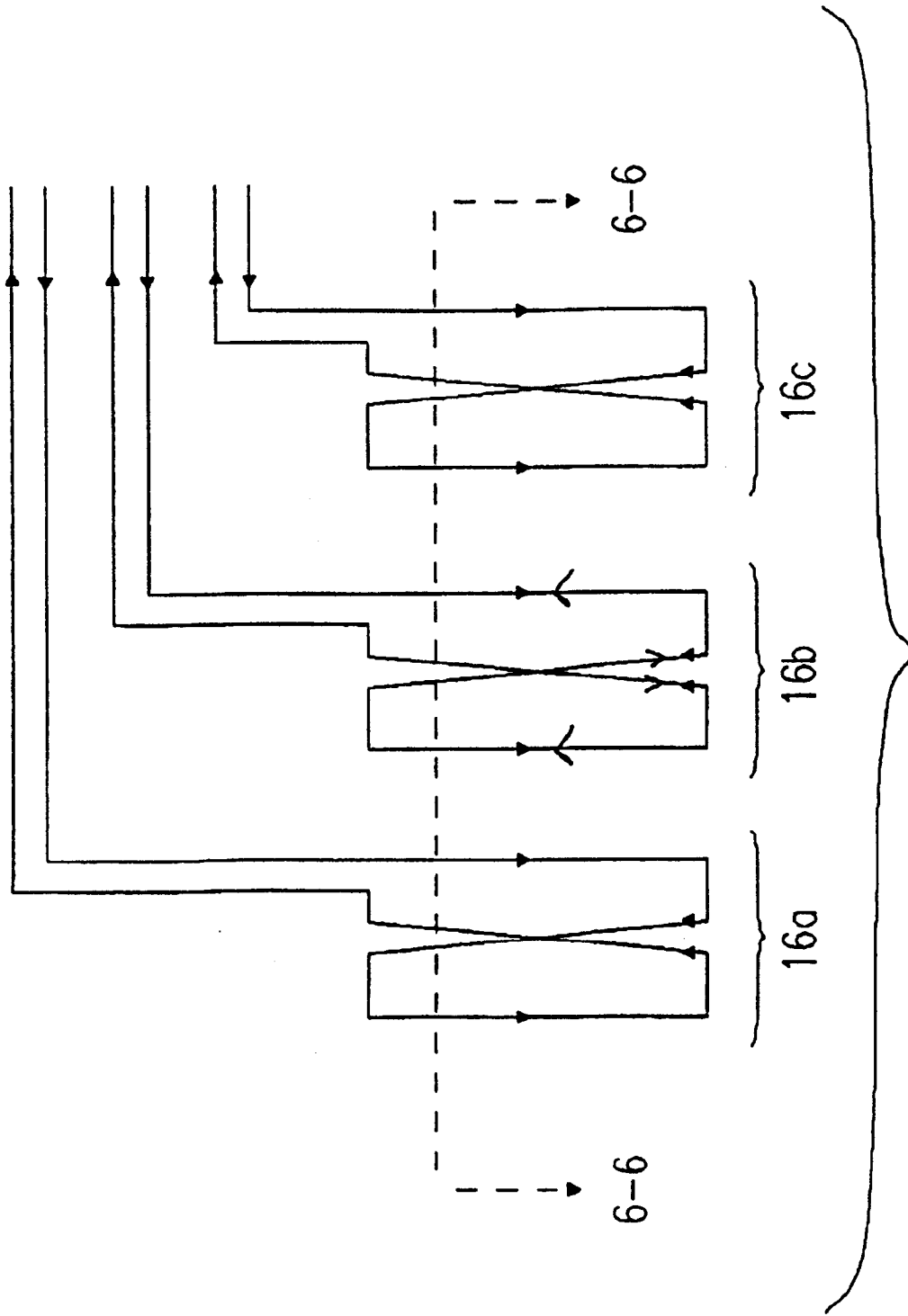


Fig. 5

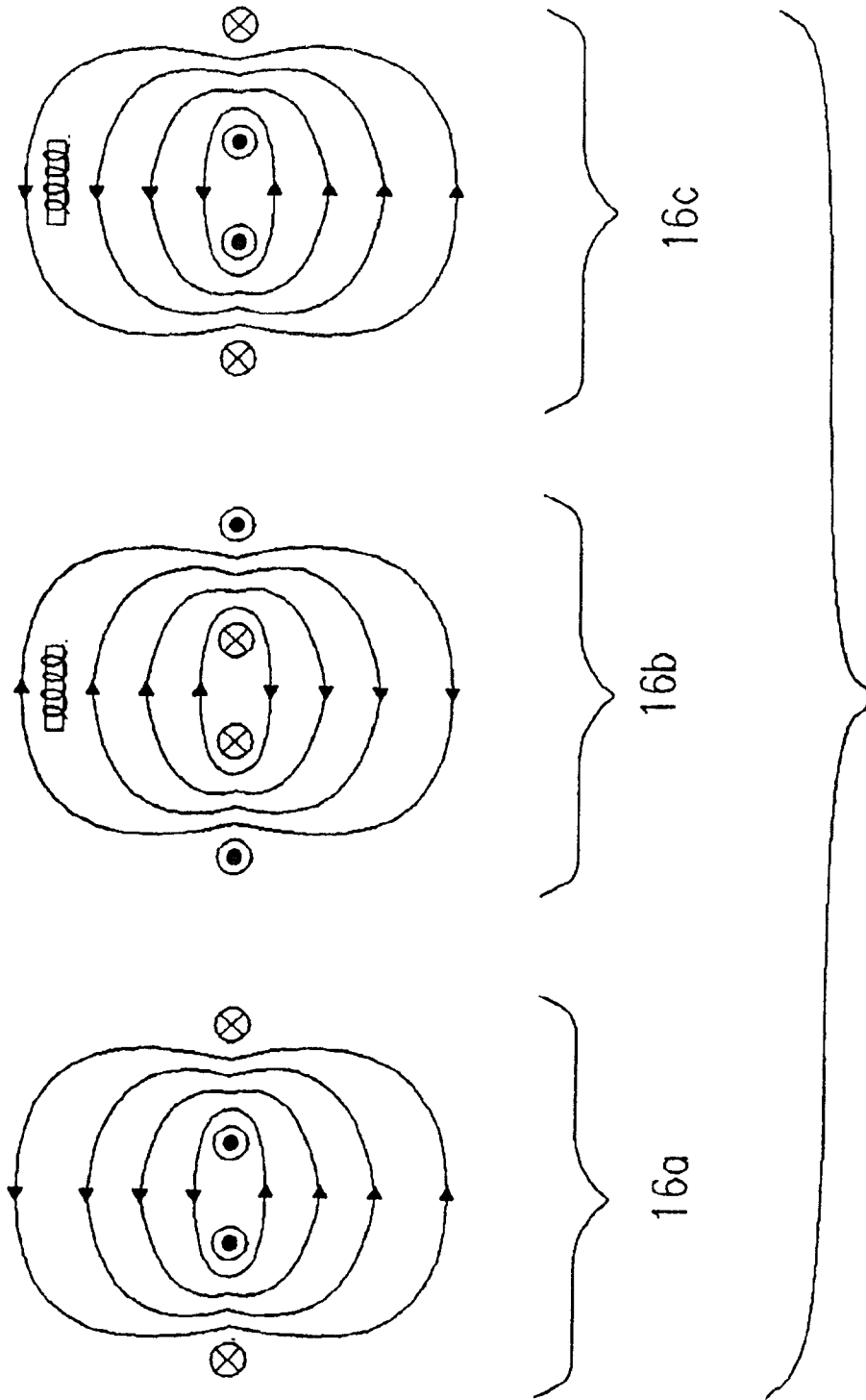


Fig. 6



DOCUMENTS CONSIDERED TO BE RELEVANT			
Category	Citation of document with indication, where appropriate, of relevant passages	Relevant to claim	CLASSIFICATION OF THE APPLICATION (Int. Cl.5)
Y	GB-A-2 178 210 (LONDON BUSES) * page 1, line 86 - line 130; figure 1 * ---	1,2,14	G08G1/017
Y	PHILIPS TELECOMMUNICATION REVIEW vol. 41, no. 3, September 1983, HILVERSUM, NL pages 235 - 249 VAN TOL ET AL 'VECOM short-range communication with vehicles' * page 236, line 40 - page 238, line 10 * * abstract * ---	1,2,14	
Y	WO-A-9 215 978 (ANT NACHRICHTENTECHNIK GMBH) * page 5; figure 3 * ---	1	
Y	WO-A-9 120 067 (MARK IV TRANSPORTATION PRODUCTS CORP.) * page 21, line 23 - line 35; figures 1,8 * ---	1	
A	WO-A-8 905 549 (MAGELLAN CORP.) * abstract; figure 1 * ---		
A	ELECTRONICS & COMMUNICATION JOURNAL vol. 3, no. 3, June 1991, LONDON, GB MANH ANH DO ET AL 'New automatic vehicle identification system for detection of traffic without lane discipline' * the whole document * ---		TECHNICAL FIELDS SEARCHED (Int. Cl.5)
A	EP-A-0 416 692 (PHILIPS) * abstract; figure 1 * -----		G08G G01S
The present search report has been drawn up for all claims			
Place of search BERLIN		Date of completion of the search 27 DECEMBER 1993	Examiner BREUSING J.
<p>CATEGORY OF CITED DOCUMENTS</p> <p>X : particularly relevant if taken alone Y : particularly relevant if combined with another document of the same category A : technological background O : non-written disclosure P : intermediate document</p> <p>T : theory or principle underlying the invention E : earlier patent document, but published on, or after the filing date D : document cited in the application L : document cited for other reasons & : member of the same patent family, corresponding document</p>			